

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4893

號五廿月三年一十三緒光

SATURDAY, APRIL 29, 1905.

六拜禮

號九廿月四英港香

330 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,700,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKYO, LONDON,
NAGASAKI, NEW YORK,
LYONS, HONOLULU,
SAN FRANCISCO, SHANGHAI,
HOMBAI, NEWCHANG,
TIENTSIN, LIAOYANG,
PEKING, DALNY,
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent

TAKEO TAKAMICHI,

Manager.
Hongkong, 29th March, 1905.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sinking Reserve.....\$10,000,000
Silver Reserve.....\$18,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
E. GOSSET, Esq., H. SHELTON, Esq.,
Hon. W. J. GIBSON, Hon. R. SHAW,
A. HAUP, Esq., Hon. R. SHAW,
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CHIEF MANAGER:

Hongkong—J. R. M. SMITH,
MANAGER.
Shanghai—H. E. R. HUNTER,
LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 27th March, 1905.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their opti-
mal balance of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905.

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow,
Tientsin,
Tientsin,
Tientsin.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
M. HOMANN,
Manager.

Hongkong, 1st April, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.,
Hongkong, 28th Mar. 1905.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,947,300
RESERVE FUND.....GOLD \$3,947,300

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.
CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 18th February, 1905.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1906.

Shanghai Tael.

UNSUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENTSIN,
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

On Current Fixed Deposits for 3 months.

1/2 " " " 6 " " "

1 " " " 12 " " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent

" " " 6 " " "

" " " 3 " " "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904.

ALL SUFFERERS FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea.)	SOCOTRA C. J. Benton, R.N.R.	About 29th April	Freight only.
SHANGHAI.....	MALTA R. A. Peters	About 5th May	Freight and Passage.
LONDON, &c.....	COROMANDEL G. M. Mumford, R.N.R.	May 6th, Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.....	PERA A. L. Valentini	About 10th May	Freight only.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 27th April, 1905.

Intimations.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:—

BRINSMEAD, STEINWAY, BROADWOOD,
COLLARD & COLLARD, CHALLEN,
DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate
—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism
is made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are
satisfied that Pianos made at home are infinitely superior to any constructed by makers in the
East.

TUNING and REPAIRING attended to by experienced European Assistants.

LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905.

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of
URIC ACID such as Rheumatism and Rheumatic Gout consumers
are benefited by drinking the water, it being a perfect alkaline corrective.
It mixes well with Wines and Spirits without in any way destroying the
flavour.

Telephone
No. 75.

Sole Agents for Hongkong:—

CALDBECK, MACGREGOR & CO.,
15, Queen's Road.

Hongkong, 28th April, 1905.

E. C. WILKS & Co.,

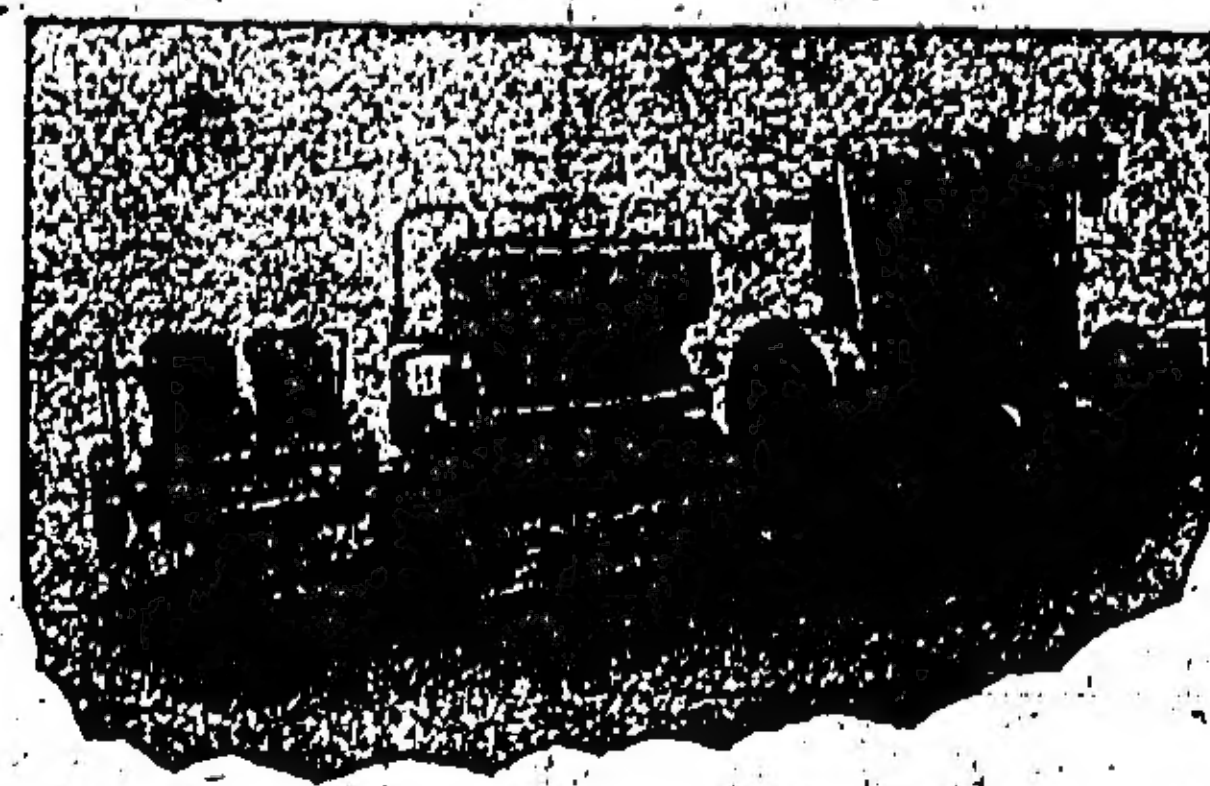
CONSULTING MARINE & ELECTRICAL
ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability,
Durability,
Workmanship,
Lightness.
Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.,

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD;

H. W. JOHN'S CANADIAN ASBESTOS GOODS;

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

Hongkong, 1st February, 1905.

Intimations.

Bovril gives strength,

nourishment and sustenance. It is agreeable to
the taste, is stimulating in its effects, is easily
assimilated and digested. Bovril contains blood-
enriching and muscle-building properties. Some
of the leading athletes of the day train on Bovril.



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YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905.

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1.

White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904.

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS.

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904.

ACHEE & Co.,

祥利廣

ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES,
Acting Manager.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108 HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchino, Saab, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujiyama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manpou,
Onuma, Otsu, Sasahara, Teubakuro, Yoshigami, Yoshio, Yuzukibara and other Coals.
S. MINAMI, Manager, Hongkong.

Hongkong, 27th April, 1901.

Shanghai, 12th April, 1905. (489)

Thus, on the very eve of the invasion of Manchuria, which, in consequence of the Boxer rising, was precipitated in the following August, Russia had not only alienated Japan but had failed to bring the Cabinets of Tokio and London closer together on a basis of common anti-Russian interests. She was not slow to perceive the bearing of this mistake on her chances of remaining permanently in Manchuria. The peril became urgent, towards the end of the year, when, through a curious incidence of the Anglo-German Agreement, an implied alliance between Great Britain and Japan actually came into existence. It will be remembered that the late Lord Salisbury, in communicating the agreement to the Powers, stated that third parties who unreservedly accepted its principles might become not merely adherents but contracting parties. Almost all the Powers approved the agreement in principle, but Japan alone officially accepted the responsibility of a signatory. Thus as a com-

...answered: "Bah! Nous n'en avons pas de la proférence de race!" I went away from that incessant balcony overlooking Kensington Gardens with one more illusion destroyed. I thought of Elise Reclus' "Churda-Murda," and his boast that "all Europe and all Asia live in me," and when the Anglo-Japanese alliance was announced I was one of the first to applaud it in the monthly reviews—P. M. G.

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

	Per picul
Malwa New	Rs 1,150
" Old	Rs 1,180
" Older	Rs 1,200/1,250
" Oldest	Rs 1,300/1,350
	Per chest
Paina New	Rs 1,170
Bearare New	Rs 1,140
Paisan (Pasin)	Rs 1,070

Hongkong, 28th April, 1905. [518

Agents,
Nos. 23 & 24, Bank Buildings
Queen's Road Central

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

Gregory

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. Powell & Co's old premises).

per dozen.

SCHWEPPE'S Soda Water, Bombay Bottles } \$3.00

SCHWEPPE'S TONIC, Ordinary Bottles } 3.00

SCHWEPPE'S Stone Ginger Ale, Stone Bottles } 3.60

N.B.—We have been appointed sole agents for China for Messrs. Schweppes Aerated Waters, and we have made arrangements to have fresh consignments shipped to us by every mail boat.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 7th December, 1904.

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies: Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 29, 1905.

THE CHINA SQUADRON'S ARMAMENT.

The statement, which appears in Reuter's telegraphic service to-day, that the 12-inch wire guns of the *Majestic* have given out within a quarter of the period allotted them, although denied by the Admiralty, will not come as a surprise to the people of Hongkong, after the views expressed by a naval expert in our columns the other day. The telegram proceeds to state that 15 out of 37 of the newest and most powerful battleships in the British Fleet are armed with the same guns, including the battleships on the China station. Among these were, of course, the *Albion* and *Glory*, and the alert officers on this station recognised the weakness of their heavy armament. By the aid and enterprise of the Hongkong and Whampoa Dock Company they succeeded in replacing the defective guns with others of more reliable type. The serious part of this discovery, that the guns on nearly half the latest battleships, have, as it is alleged, worn away in 40 full-charge rounds when they were expected to live through 150 to 200 charges, lies in the fact that the gun reserve is totally inadequate to replace them. Whether that statement applies to the *Majestic* is not known. At present the main portion of the China squadron is engaged manœuvring in the vicinity of Mirs Bay, and going through the usual course of gun practice. The result of these operations should prove whether the remainder of the wire-guns on the British Fleet in this part of the world are also defective, and at the same time whether the Naval Yard authorities here are in a position to replace the guns. It is certainly satisfactory to know that if the guns can be replaced by the Naval Yard, there is ample means at the disposal of the China squadron, though the energy of a local firm to lift the guns into position, so that the journey to England, which would otherwise have been inevitable, is rendered unnecessary. When we made reference to this matter in a recent issue, it was believed that only two battleships were affected, and emphasis was made on the saving in expense resulting from the ability of the Dock Company to deal with the re-arming of the battleships. But if it should now appear that other warships are in the same state, the argument as to the desirability of recognising in tangible form the endeavours of the Hongkong firm to provide for such emergencies, and perform what would otherwise mean the work of weeks within the space of a single day, gains enormously in force. There does not seem, however, to be any suggestion that cruisers recently sent out to the East are likely to exhibit the same defects in their armament. If they were, it would be decidedly interesting to learn whether there is a gun reserve in Hongkong sufficient to meet such a demand for guns as would be presented. It has always been felt that Hongkong, as a first-class naval base, should be provided with all that is essential for the re-arming of the warships in times of emergency. The private firm, the Hongkong and Whampoa Dock Company, have demonstrated that they are thoroughly capable of doing their share, and we can only trust that the Naval Yard is in an equally efficient condition. Of course, the statement in the telegram that the gun reserve is insufficient may simply refer to the reserve in England. If that be the case, and we trust that it is, then it would be matter of supreme public interest to learn at what port other than Hongkong the naval authorities have found appliances at hand, through the medium particularly of a private firm, to accomplish the replacing of the defective guns on the spot? We are inclined to think that where a naval base is concerned, Hongkong will stand out a bright and shining example of engineering and mechanical capability, and that in this way the Admiralty will come to recognise and, perhaps, appreciate the value of the work achieved at the yard of the Hongkong and Whampoa Dock Company. Coming to the more general standpoint of the practical loss which this discovery of defective guns means,

for the nonce, to the British Fleet, it must be considered singular that all branches of the Services should be so inadequately armed. The new "short rifle" for the army is pronounced to be worse than useless; the arms of the cavalry have excited derision and heart-burning; the gun-sights on the leading warships have been alleged to be faulty so that accurate shooting is rendered impossible; and now the 12-inch wire guns are said to be ineffective after 40 rounds. It is not a pleasant state of things, nor is it comforting to read that Great Britain is the only Power using the wire guns. A statesman has said that Great Britain "muddled through" the Boer War, but would she "muddle through" a European conflict if the Fleet were armed with guns likely to give way at the supreme moment of trial?

LOCAL AND GENERAL.

A FATAL case of plague has been notified to the sanitary authorities from Ko Shing Street.

MR. W. J. Titcher has been appointed Superintendent of the Botanical and Afforestation Department.

H. E. TING Governor has appointed Mr. H. W. Slade a member of the Sanitary Board, in place of Mr. E. A. Hewitt, resigned.

THE sum total expended by the Public Works Department last year was \$2,011,437.77, or \$66,000 more than the amount expended any previous year.

WE have to thank the Imperial Maritime Customs for two volumes containing native trade returns, the first relating to Foochow and the other to Tientsin.

THE ground on which the emigration camp at Laichikok is built, is leased to the Transvaal Mine Owners Association for a period of five years at an annual rental of \$2,392.

MR. W. W. Rockhill, the new minister to China, who relieves Minister Conger at Peking, sailed from San Francisco on 17th inst. for Hongkong en route to his new post.

A BRANCH register of members of Bell's Asbestos Eastern Agency Ltd., is about to be established under The Companies (Colonial Registration) Act 1883, and will be kept at the office of Messrs. Bradley & Co., who will be duly authorised to exercise all the powers of the directors of the Company in relation to transfer of shares entered in such branch register.

THE following gentlemen have been appointed public vaccinators:—Messrs. J. H. Hawk, M.D., (Oregon), Au Sz Cham, L.M.S., (Hongkong), and To Ying Kwan, L.M.S., (Hongkong). Additional local stations for the purpose of vaccination have been appointed at 203, Queen's Road East, and at 42, First Street.

THE electric tramway has caused much trouble by induction, especially with the Government telephone system. The matter was under the consideration of the Government last year, and they have powers to deal with it under Ordinance No. 10 of 1902. Extensive preparations have been made to avoid the evil effects of the induction.

ATTENTION has been drawn to the fact that damage is continually being done to the roads by the carriage of heavy weights in trolleys provided with inadequate width of tyre. As these appear to be rapidly increasing in number, the Hon. Mr. P. N. H. Jones says that some legislation is needed on this point as the cost to Government from roads being cut up is considerable.

A MEETING of His Majesty's Justices of the Peace will be held at the Magistrate's on the 8th May, for the purpose of considering an application for the transfer from A. A. H. Milroy to one Edson Stewart Crowe, of an adjacent licence to sell and retail intoxicating liquors on premises situate at No. 394, Des Voeux Road West in the City of Victoria and called or known as "The Sailors' Home."

PROGRAMME of music to be performed by the Band of the 129th Baluchis on the New Parade Ground, on Monday next from 5 to 6.30 p.m.:—
March "La France" Costa
Gavotte "Eunice" Perdig
Song "Queen of the Earth" Morell
Selection "Reminiscences of the Plantation" Chambers
Valse "Donna Weller" J. Ivanovic
Polka "Pleasant" T. Green
God save the King.

ACCORDING to the report of the D.P.W., the amount of premium realised from land sales by auction, during 1904, was \$431,785, as against \$468,098 for 1903. It is interesting to note that the land sales in the New Territory were very satisfactory, and when the scheme for dividing the Hinterland into suitable districts for the purpose of these sales and the issue of leases is finally approved we may hope to see much more than a total of \$24,502 being realised in the course of a year.

A FISHERMAN in charge of fishing boat No. 11399, was arrested by the Water Police for being in unlawful possession of four muskets, one flask of gunpowder, and one box of percussion caps, without a permit from the Captain Superintendent of Police. He was this morning placed before Mr. F. A. Hazeland at the Magistracy, when he said he had the arms for his own protection but did not know that a licence was necessary. His Worship said he would not fine the man, but the arms must be confiscated.

MR. J. H. Lind, who has been serving as cashier at the Manila branch of the Hongkong and Shanghai Banking Corporation has left for Japan to enter the Yokohama branch of the same institution.

REV. Bro. Alphonsus of St. Joseph's College, is leaving for home next Tuesday, by the Austrian mail on a well-earned holiday. He has been in this Colony for the last 11 years, during which time he has gained the esteem of many residents of this Colony as well as of his pupils, past and present.

THE man, Man Yip, who it was alleged stole \$54 and a promissory note for \$70 from a shipmate while his vessel was at Labuan, British North Borneo, was this morning placed before Mr. G. N. Orme, at the Magistracy, when he admitted that he stole the promissory note, but denied stealing the money. The theft of the note was proved, and he was convicted and sentenced to six months' hard labour and six hours' stocks. The charge of stealing the money was dismissed.

THE Chinese shopkeepers were approached by the Government at the instance of the Director of Public Works to reduce the length and size of their sign-boards, in the main thoroughfares especially, with the happy result, writes the D. P. W. in his report for 1904, that Queen's Road presents quite an improved appearance from the gain in width thus obtained. Moreover the scavenging coolies can better perform their work and waiting rickshaws can keep close to the columns instead of obstructing the street traffic and entrances to the side paths. It is hoped this improvement will extend to other streets in town.

WILLIAM LEE, an oiler on the Pacific Mail s.s. *Mongolia*, was charged before Mr. F. A. Hazeland at the Magistracy this morning, with the theft of four silver plated spoons, a butter knife, and a pair of nutcrackers, of the total value of \$4, the property of the Pacific Mail Steamship Co. The accused said that he deserted from the s.s. *Mongolia* and, meeting another oiler from that ship, he asked him to get his clothes and bring them ashore for him. When he went to unpack the clothes he found the things in them, but did not know how they got there. He now asked for a postponement of the case to enable him to consult an American lawyer, and was informed that there were no American lawyers practising here. Asked if he had any money to put up bail, he said he had not, although his people in the States had plenty. The case was adjourned, the accused being remanded in police custody to enable him to see if he could find a lawyer to take up his defence. Sergeant O'Sullivan, of the detective force, was in charge of the case.

HULKS TO BE REFITTED

AT KOWLOON DOCKS.

The Atlantic, Gulf and Pacific Company's tugboat *Robert K.*, sailed from Cavite for Hongkong on 26th inst., towing the hulks of the *Marquis de Duro* and *Reina Cristina*, which once belonged to the Spanish Philippine squadron, commanded by Admiral Montojo. Kwong Woh Ling, a Manila Chieftain, is the shipper and the destination of the hulks is the Kowloon docks where they will be refitted.

WORK UNDER THE BUILDING ORDINANCE.

The Hon. Mr. P. N. H. Jones, in his report on the Public Works Department for 1904, says that the Building Ordinance has been very drastic in its effect both with regard to new and existing buildings, and while another executive engineer was appointed in consequence of the passing of the measure and the strain on the department had to a considerable extent been relieved, the amount of extra work entailed by it, and referred to by Mr. Chatham, had not been exaggerated. Plans are now more expeditiously dealt with and the work facilitated by putting matters on methodical lines; but Mr. Jones points out that when they have to be considered by the Sanitary Board, the Building Authority and the Governor-in-Council, as very often happens, some delay must necessarily occur. In 1903 very few of the buildings erected were sufficiently advanced to receive complete certificates, and therefore the applications for these certificates under the Ordinance practically commenced last year. Upon the necessary inspections being made, it was clearly shown that some of the sections of the Ordinance had not been carefully considered by the architects during construction, the consequence being that several slight contraventions had occurred. Where it was desirable or necessary, alterations to comply with the Ordinance were insisted on, in some cases at considerable expense to the owner; where, however, the infringement was trivial and the expense of alterations excessive, appeals have been made to the Governor-in-Council who, where advisable, made the necessary orders waiving strict compliance with the requirements laid down. The existing buildings have chiefly come within the scope of the new Act in the matter of providing more light and open space. The number of these buildings which have been altered shows an increase of over 400 on the returns for 1903 and in all cases substantial improvements have been made in the previously existing conditions.

There has been a doubt in some cases as to the exact meaning of some sections of the Ordinance, in their application to special cases, such cases, says the D. P. W., have been submitted to the legal advisers of the Crown for ruling, and their decisions have been regarded as final by the Building Authority and been accepted by the architects, so that gradually all doubtful points are being eliminated and smoothness of working is being obtained.

THE BALUCH FLEET

AGAIN SIGHTED.

Captain Schaefer, of the German s.s. *Angeln*, which arrived in port at 8 a.m. to-day, reports that he passed through the Russian fleet, off Kamran Bay, on the night of the 25th inst., while voyaging to this port from Bangkok, with a cargo of rice and timber. He noticed several ships inside the bay, but most of them were patrolling outside. A destroyer came up and steamed away after taking the ship's name.

Captain Groszewich, of the German s.s. *Kochi-chung*, which arrived at 11.30 a.m. to-day, with a cargo of rice and timber from Bangkok, reports that he sighted about twenty Russian ships of war, composed of protected cruisers and torpedo craft, on the morning of the 26th inst., about eight miles to the eastward of Kamran Bay. They were steaming slowly in a northerly direction. He passed through the original fleet, when going down on his last voyage on the 13th inst.; but none of the vessels sighted on the 26th inst. appeared to belong to that squadron.

HURRYING NORTH.

Capt. Müller, of the s.s. *Proetus*, which arrived last evening from Swatow, reports that at 4 a.m. on the 28th inst. (yesterday), about 50 miles east of Hongkong, a torpedo boat, carrying no lights, passed close to the ship, at great speed on her way north.

AN UNFOUNDED REPORT.

During the past few days innumerable reports have been received here in connection with the capture of vessels bound from Saigon to Japan with cargoes of coal and rice. An authoritative denial of these statements comes from Saigon. Messrs. Spiedel & Co., the well-known merchants in Saigon, have intimated to Mr. E. C. Ray, of Hongkong, that these rumours and reports are without the slightest foundation, and they are contradicted entirely. To many shipping agencies this will be good news, for there was a general impression that trade in the south had been disorganised, not to say demoralised, by the events of the moment. However, a firm of the standing of Messrs. Spiedel & Co., in refuting current stories, will do much to restore the balance of trade in this part of the world.

The captain of the *Sansan*, which arrived in Bangkok from Swatow on the morning of the 18th inst., sighted the Russian fleet on the morning of the 16th inst., coasting in Kamran Bay on the coast of Annam. About five hours afterwards, the skipper says he sighted a large Japanese Red Cross steamer steaming slowly.

The British steamer *Carlisle*, which has been lying at Manila under the vigilant eye of Japanese for some weeks past, was given clearance papers and put to sea the other afternoon the destination being shown on the papers as Port Said.

A report telegraphed from San Francisco on the 25th inst., states that Admiral Rodjensky, and his fleet have left Hainan and are now heading South. The reason assigned for the departure is shortage of coal, but this is believed to be a ruse intended to cover an attempt to effect a passage south of the Philippines.

A San Francisco wire to the *Coblenz*, dated 26th inst., alleges that the Japanese naval plan of campaign has been disclosed. Admiral Tozo and his squadron being reported at Masampah, near the Korean Straits. There is no apparent intention, it says, of meeting the Baluchers until they arrive in the vicinity of Japanese waters.

AMERICAN NAVAL ACTIVITY.

According to despatches from Cavite which are printed in a Manila exchange, the naval authorities there are on the *qui vive* for orders to move at a moment's notice. Wireless telegraph messages are reported to have been received there from the United States cruiser *Raleigh* (which vessel left Cavite some days ago under sealed orders) reporting movements of vessels of a suspicious nature in the south China sea. The battleship *Wilkes* was to leave there on the 19th or 20th at the latest, ostensibly for Olongapo for the purpose of laying target practice. But it is learned from good authority that the *Wilkes* finished target practice weeks ago and that the full reports of the practice are now en route to Washington. The fact throws cold water on the statement that Olongapo will be visited for the purpose of target practice. A rumour was current there that the *Wilkes* goes to Olongapo and other points of vantage on the Zamboanga coast to act as a midway wireless telegraphy station between Rear-Admiral Train's flagship *Raleigh* at Manila, and several vessels of the United States Asiatic fleet which are observing the movements of foreign men-of-war off the coast.

THE NEW LAW COURTS.

Fair progress was made with this work during 1904 considering the unsatisfactory supply of granite, the demand being far greater than the delivery from the quarries. The internal walls generally were built to an average of 19 feet above ground floor level, this being the required height for the steel joists to first floor. The external walls generally were built to an average of 11 feet 6 inches above ground floor line, this being the necessary height for the springing of arches to colonnade, &c. Twenty granite arches over window openings were constructed at the close of the year. Seventy-one granite balusters to first floor colonnade were dressed ready for fixing. All the plain square bases to main columns, pilasters, &c., forming the colonnade, were fixed with the exception of one; and 40 moulded bases out of a total of 46 were bedded, a number of stones to the columns, pilasters, &c., were also bedded. An average number of 107 masons were daily employed on the site dressing granite. The steel girders and joists to first floor were delivered on the site during December and the main girders to library floor were placed in position.

HONGKONG AND QUEENSLAND.

H. E. THE GOVERNOR AND MR. JONES.

It was fortunate that we came across Mr. Frederic Jones this morning, for we were able to glean information respecting an interview which the Queensland Commissioner of Trade, accompanied by Mr. Consul Barretto, had with H. E. Sir Matthew Nathan at Government House, yesterday. From what we could gather Mr. Jones must have had a lengthy chat on matters of considerable commercial importance. He told us that he informed His Excellency he had called upon Capt. Fitzwilliams respecting supplies for the Army forces and suggested that other things being equal, preference should be given to Australian as against foreign products. Samples of Queensland flour had been submitted, and it was hoped that in other matters, such as canned meats, business might result. His Excellency referred to the recent contract for fresh meat for the U. S. Army in the Philippines, which had gone to Queensland, and suggested that efforts should be made to similarly cater for the forces in Hongkong. With reference to the suggestion that tabulated returns should be available similar to those furnished at Singapore, of the over-sea imports, with the nature of the cargoes, their value and country of origin, Sir Matthew admitted the commercial importance of the same, but mentioned that Hongkong was essentially a distributing centre and that many of the merchants had a decided objection to the publication of ships' manifests. This applied more particularly to the re-exports, but with regard to over-sea imports some arrangements might be arrived at. Speaking generally with respect to Australia becoming a big food producing country, His Excellency showed a very intimate acquaintance with Australian commercial matters. Mr. Jones said that as regards Queensland the development of the dairy industry during the past two years was most remarkable. The improvements effected in the butter, cheese and bacon products alone were a striking illustration of the work of the Honourable D. Denham, Minister of Agriculture, to whom was due the happy reversal of circumstances in which the Queensland producer found himself to-day. Thoroughly scientific and practical methods had been adopted. The area of land under wheat cultivation was rapidly increasing and Queensland was now exporting to London. Mr. Jones also pointed out the value of the Queensland woods for street pavements and suggested a trial setting for the Hongkong streets. His Excellency considered that the present metallising was superior from a sanitary standpoint. Referring to the matter of white women being brought to China by their reputed Chinese husbands, Sir Matthew Nathan was pleased that Mr. Jones had given official attention to the subject, and although difficulties might arise, as in so many instances there was no legal marriage, the authorities in Australia might take necessary steps to stop the women leaving the country.

SANITARY BOARD.

At a meeting of the Sanitary Board to be held on Tuesday next, applications will be considered as follows:—For a modification of the requirements of section 153 of the Public Health and Buildings Ordinance 1903, in respect of Nos. 1, 2 and 3 Ezra Lane; for a modification of the requirements of section 175 of the Public Health and Buildings Ordinance 1903, in respect of Nos. 1 to 19, Priya, Kennedy Street; and Nos. 1 to 39 (odd Nos.) Belchers Town; for a modification of the requirements of section 186 of the Public Health and Buildings Ordinance 1903, in respect of No. 140 Connaught Road West; for exemption from clause 11 of the Balcony Regulations, schedule G of the Public Health and Buildings Ordinance 1903, in respect of No. 28a Des Voeux Road, Central; on behalf of Yuen Wo (contractor) requesting that his name may be placed on the list of Authorized Drainage Contractors; and for No. 81 Priya East to be registered as a public laundry.

THE DOCKS AT QUARRY BAY.

Writing upon the work carried out in the Colony last year, the Hon. Mr. P. N. H. Jones, the Acting Director of Public Works, alludes to Messrs. Butterfield and Swire's new docks and ship yard, at Quarry Bay, in the following terms:—This shipyard is still in progress. The side walls of the graving dock being completed for two thirds of the length and the remainder in progress. Excavation of "dumping" is well advanced, and that for the entrance is being proceeded with.

The coffer-dam enclosing the entrance of the dock is completed and the coffer-dam for the slipways well advanced. The excavation for the slipways is also being proceeded with. The general excavation for the site of the yard has been carried on throughout the year and very good progress has been made; a large quantity of rock and decomposed granite has been tipped into the sea for the reclamation, which is also well advanced.

SHIPPING AND MAILS.

MAILS DUE.

French (*Epinal Simon*) 1st prox.
Canadian (*Empress of Japan*) 1st prox.
Indian (*Sulzang*) 2nd prox.
Canadian (*Athenian*) 3rd prox.
Indian (*Kamran*) 5th prox.

The C. P. R. Co's s.s. *Empress of India* left Yokohama on 28th inst. p.m. for Victoria and Vancouver.

The N. G. I. S. S. Co's s.s. *Yachi* left Singapore for this port this afternoon, and may be expected here on 5th prox.

The C. P. R. Co's s.s. *Tartar* arrived at Shanghai at 3 a.m. on 28th inst., and leaves again at 5 p.m. on same day, for Nagasaki where she is due to arrive at 7 a.m. on 1st prox.

TELEGRAMS.

[Reuter's.]

The "Daily Graphic" on British Naval Guns.

LONDON, 27th April. An article has appeared in the *Daily Graphic* signed "C. B.," stating that the 12-inch wire guns of the *Majestic* have given out after firing the equivalent of forty full charge rounds, though their life was estimated at from 150 to 200 rounds.

"C. B." continues, that 15 out of 37 of the newest and most powerful battleships are armed with the same guns, including those on the China station; the gun reserves are totally inadequate to replace them; shells burst inside seven out of sixteen big British-made guns on board the Japanese battleships on the 10th August, indicating that they too were worn out.

These facts practically reduce Great Britain's battleship strength by a quarter. The latest pattern of the six-inch wire gun has also failed under experiments. Great Britain is the only Power manufacturing the wire gun.

ADMIRALTY DENIAL.

The Admiralty deny the story of the *Daily Graphic*. They admit that two of the *Majestic's* guns were cracked after firing 66 and 77 full charges respectively, owing to soft steel inner tubes; but all the other guns floated perfectly serviceable. One fired 162 shots before it was relieved.

The Columbian Anti-Japanese Legislation.

The Columbian Government has disallowed the Columbian anti-Japanese legislation.

A Magnificent Donation.

Mr. Carnegie has given \$10,000,000 in Steel Corporation Bonds to provide superannuation annuities for College Professors in the United States and Canada.

SAIGON AND AMOY.

QUARANTINE RESTRICTIONS.

Messrs. Lamke and Rogge kindly inform us that they have received a telegram from Messrs. Wm. G. Hale & Co., Saigon, dated yesterday, stating that the authorities at that port have enforced a twelve days' quarantine against all arrivals from Amoy.

SNOKE FROM A MAIL STEAMER.

M. M. CO. FINED.

At the instance of Inspector Peidie, the Messageries Maritime Company were summoned before Mr. E. A. Hazeland, at the Magistracy, this morning for burning coal of such a quality, on board the s.s. *Tonkin* on the 17th inst., as to cause a nuisance. His Worship said he found that the Company had been summoned before for a similar offence and was then discharged with a caution, but in this instance he must convict, though on the Company undertaking to abate the nuisance he would impose a fine of \$50. Inspector Peidie asked for an order against a recurrence of the nuisance, which was granted.

R. I. M. S. "HARDING".

AND PLAGUE PRECAUTIONS.

At the Magistracy this morning, Inspector Langley, of the Water Police, summoned the commander of the R. I. M. S. *Harding* before Mr. Hazeland on a charge of having no flanges on his mooring bawlers, while made fast to the Kowloon wharf. The commander said that he was entirely unaware of any such requirement in this harbour, and the first he knew about it was on reading an article in a morning paper "couched in rather objectionable terms," which he thought were unfair, and an unnecessary attack, seeing that he was a stranger here and entirely unaware of the local law on the subject. Since the summons had been taken out he had heard that a police constable went on board the *Harding* and told the officer of the watch that he must have rat-flanges on his ropes. The officer reported this to the first lieutenant, who went on shore and asked the superintendent of the wharf to let him have some flanges, and the latter promised to send some on board, but they never came. Witness said he had no intention of breaking any law, and it certainly would not have happened had he been properly informed of the harbour laws.

It appeared to His Worship that there had been some misunderstanding, though it would be interesting to know why the flanges were not sent on board after being requisitioned by the first lieutenant. Inspector Langley said he would find out. Under the circumstances the defendant was discharged with a caution.

MASONIC.

The fifteenth annual meeting of the District Grand Royal Arch Chapter of Hongkong and South China, was held at the Masonic Lodge Zealand Street, last night, when the following officers were elected for the ensuing year: M. E. Compagnon, G. P. Jordan, D. and G. P. F. W. Edwards; D. and G. P. A. O. D. Gordin; D. G. R. E. W. Clark; D. G. S. N. T. E. Hough; D. P. B. of G. P. H. E. A. Holle; D. G. T. W. H. Wickham; D. G. R. G. G. Dumett; D. G. S. W. J. Titcher; D. G. C. A. S. H. W. Wolfe; D. G. 2nd A. S. R. B. Barker; D. G. S. B. W. Sawland; W. H. Woolley, E. Comp. H. Sykes, and Comp. J. W. C. Bonser; D. G. Standard-bearers: E. Comp. C. H. Grace; D. G. D. of C. H. G. Baker; D. G. D. of C. J. W. Graham; D. G. A. D. of C. Comp. J. Vansome; unofficial members: M. E. Comp. D. Macdonald and G. P. Pirey, Junr.

TYTAM TUK SCHEME.

FIRST SECTION.

Much of interest relating to the Colony's waterworks is contained in the annual report of the Public Works Department. The acting D. P. W. writing with regard to the Tytam Tuk scheme (first section) states that the sanction of the Secretary of State was obtained for this work on the 1st of January, 1904. On the 1st of February a few selected contractors were invited to tender, and on the 10th of March the contract was let to Kang On. The works to be constructed under this contract are:—(1.) A concrete and masonry dam to impound 194 million gallons. (2.) A pumping station site and landing stage on the west shore of Tytam Bay. (3.) A new 20-foot road from the gap through which the Stanley Road passes above Tytam Tuk, to near Tytam Bay wash reservoir. (4.) Access roads to the pumping station and to Tytam gauge-basin and a track for the suction main. (5.) A rising main 18" diameter from the pumping station to Tytam gauge-basin and a suction main 18" diameter from the dam to the pumping station. Additional contracts were let to Kang On on the 13th of September for the construction of a pump-pit, house and European quarters.

Good progress has been made with the whole of these works. In spite of heavy sickness during the summer months the daily number of men employed on the works has never been less than 400, and towards the close of the year averaged 1,000. Excavation commenced on the pumping station site on the 4th of April and on the dam and roads on the 1st of May, and at the close of the year the pumping station site was practically levelled, the dam-trench bottomed and some of the heaviest cuttings on the roads nearly through.

DAM.

The dam-trench has been excavated through soft red earth, rotten rock with soft clay seams, hard rock with a few clay seams to a bottom of very hard rock with a few clay seams through which a little water percolates. The tongues into the hills on either side of the valley have not been carried down to a rock foundation but are, on the South end, in very compact red earth, and on the North end in soft rock with stiff clay seams. In all 10,000 cubic yards have been removed from the main trench and 1,500 cubic yards from the flood water channels. A large quantity of broken stone and displacers have been prepared for the concrete heating, and dressed granite for the facework is being quarried at the Tytam and Sianly quarries.

PUMPING STATION SITE.

To form the pumping station site 14,000 cubic yards of red earth and rock have been excavated from the hill-side and deposited to form a reclamation in front of the excavated site. The reclamation is loaded with 1,000 tons of 18" diameter cast iron pipes which have been stacked there until the roads and tracks are far enough advanced to admit of their being laid in position. The "pierre perdue" forming a foundation for the landing stage and pitching has been deposited and comparatively little work now remains to be done to the pumping station site.

PUMP-PIT.

One set of engines and pumps with 2 boilers (capacity 14 million gallons a day each) arrived in the Colony on the 1st of August and have been stowed with other material in a matched shed on the pumping station site. In July a start was made with the pump-pit which at the end of the year was nearly finished and the work of erecting the engines and pumps should commence early next year.

EUROPEAN QUARTERS.

The erection of the European quarters for the engine-drivers, was commenced in September and is now well in hand, the building being nearly up to the 1st floor level.

ROADS, ACCESS ROADS AND TRACKS.

The excavations for the roads, access roads and tracks have proceeded satisfactorily but there has been some trouble in obtaining stone for the numerous retaining walls and bridges. This difficulty was got over by opening up a quarry near Stanley for the granite for the retaining walls, the rocks along the line of the road being sufficiently good for this class of work. Since the beginning of September very good progress has been made with the roads and access roads.

RISING AND SUCTION MAINS.

Up to the end of the year two-thirds of the entire consignment of cast iron pipes for the rising and suction mains had been received and stacked on the reclamation in front of the pumping station site. The work of laying and joining these pipes should commence early next year.

SECOND SECTION.

The trial works described in last year's (1903) report as being in progress with a view to the construction of a large dam below Tytam Tuk, were brought to a conclusion on the 10th October, 1904.

Solid rock was reached in No. 2 well at a depth of from 62 to 65 feet. This completed the necessary information for a preliminary estimate for a dam on the most seaward site. The accumulated information from prickings, borings and wells, shows that the solid rock on this site lies at a general level of 65 feet below ordnance datum, and that for a dam here a water-tight diaphragm would have to be carried down to the depth. The main body of the dam would rest on the surface of a bed of nearly water-tight clay which lies all over the site at a depth of from 24 to 28 feet below datum. This bed clay lies upon a stratum of shingle at a depth of from 45 to 45 feet below datum. The clay varies considerably in quality, some layers of it being reddish porous by the admixture of sand and stones. But the continuity and water-bearing nature of some layers of this bed was shown by the fact that the level of the water inside the No. 2 well, which reaches a depth of 44 feet, was lowered to some extent by

the action of one small pump in the No. 2 or No. 3 wells, 170 feet distant. A dam on this site would have a length of 150 feet at the base and 700 feet at the crest, which would be 135 feet above the level of the rock. In addition to this there would be a bye-wash of say 30 ft. Three more wells were sunk on a line about 700 feet landward of the one above-described. Similar strata were encountered in this case, and the rock was found to lie at a depth of from 45 to 54 feet below datum. A dam on this site would be 880 feet in length at the base, and 1,285 feet at the crest, which would be 120 feet above the level of the rock. In addition to this there would be a bye-wash of say 300 ft. A dam here would therefore be as costly as one on the other site and would entail a considerable loss of storage capacity, and some loss of catchment area.

THE NEW HARBOUR OFFICE.

The insufficient supply of granite for use on public buildings last year is noted in the annual report of the P. W. D. where the acting Director points out that, owing to this cause progress with the work on the new harbour office was unsatisfactory. The walls were built to an average height of 21 feet below ground floor level except the north wall which was delayed until the colonnade piers were at the required height for arches to be turned connecting same to the wall of building. Eight of these piers were at the necessary height at the close of last year. It is also noted in the report that Mr. Chan A. Tong, the contractor for the work, died during the year, and the contract for completion was transferred to Mr. Chan A. Tong, Jr.

THE MEDICAL DEPARTMENT.

"There is no doubt that this hospital (Government Civil) as a building is behind the times and the question of erecting a new hospital more in accord with modern requirements cannot be much longer delayed." This is a remark made by the Principal Civil Medical Officer in his report on the working of the medical department for the year 1904. He has frequently alluded to the matter and it is to be hoped that when some of the large contracts now in hand are completed the Government will give Dr. Atkinson's suggestion serious consideration. Interesting statistics concerning the cases admitted to the institution are given in the report, special attention being devoted to the work done with regard to anti-malarial measures, the P.C.M.O. recapitulating what has been accomplished in this direction since 1902, the year in which the work was instituted. Since then nearly \$70,000 has been spent on training nullahs and close upon \$12,000 in combating mosquitoes, and to show how efficacious these measures have been, Dr. Atkinson gives the admissions from malarial fever to the three hospitals since 1901. From these it appears there is a diminution from 1,593 in 1901 to 490 in 1904. He says that he knows of no sanitary works hitherto undertaken which have given such a satisfactory return not only in the diminution of sickness but also in the saving of life. It is necessary, he says, that this should be continued even more thoroughly in the future as there is still an amount of preventive malarial fever in this Colony which it is our duty to minimize as far as possible.

HONGKONG AS A DYSPEPTIC PARADISE.

A STORY OF THE PHILIPPINES.

It is generally believed in England, at any rate, that when a man returns from the Far East, his gastrointestinal system is irretrievably destroyed. Probably Thackeray was the greatest sinner in promulgating this idea, for in *Vanity Fair*, the *Book of Snobs* and even in *Dickens's Dombey and Son* there are characters whose Eastern experiences have left them with an appetite as short as their temper. If it be the case, then, that a few Englishmen have returned with palates vitiated by prolonged courses of curry, it would seem that the very reverse is the result when an American goes abroad and afterwards returns to his own country. The other day, a private in the U. S. Army landed in San Francisco, after a sojourn in the Philippines. He had an immense appetite, but in order to increase it he "loaded up." Then he went to a restaurant and laying a \$100 bill on the table called for eatables. What he ate is not here nor there, but he finished up by washing the crockery because the bill was too high. He found himself before the magistrate next day and this conversation took place:—

"Did he consume all he ordered?" Police Judge Hogan asked the complaining restaurateur.

"Never in all my days did I see a man eat so rapidly or so much," was the answer. "Why, he kept a cook and waiter so busy filling his orders that they could not attend to anything else."

Eventually a compromise was arrived at between the restaurant keeper and the soldier, who was discharged. The judge was pleased at the result and being of an inquiring mind he put another question.

"Service in the Philippines seems to be an excellent appetizer," remarked the judge to the soldier.

"It is that," was the response. "I have been in the army thirty-one years, but I never knew what longing to feed meant until I went to the islands."

"Who knows," said his Honor, "that Manila may not yet become a Mecca for American dyspeptics?"

The question is whether Hongkong could not beat the Philippines in that respect. Anybody who has been in any of the hotels and boarding-houses here might well say, "I wonder."

THE NAVAL YARD EXTENSION.

The general reclamation work at the Naval Yard is approaching completion. The walls of the tidal basin and the sea walls were, in great part, ready for the coping at the close of last year, and the dock bottom was nearly completed while the dock walls were well advanced. The reclamation, west of the dock, and the diversion of the Albany Nullah are finished.

HONGKONG BOY IN EDINBURGH.

AND THE CHINAMAN WHO WOULD BE SCOTCH.

A rather amusing story of a Chinaman's adventures in Edinburgh has been received by the latest mail, and it is made all the more interesting by the fact that a youngster, born and bred in Hongkong, the son of a local official, was the hero of the tale. It appears that one bright morning the presiding Bailie at the Police Court found himself face to face with a bland and smiling Chinese coolie, who took his place in the dock as if to the manner born. "What's the charge against this yere Celestial?" said the Scotch magistrate, trying, no doubt, to look as important as a white waistcoat, gold Albert, and round paunch would permit. "Drunk and disorderly in Princes Street, your Honour," replied the clerk. "Guilty or not guilty?" said the gentleman on the bench. The coolie or lun began. Whether the Chinaman could or whether he would not understand English is beside the question. If it was alleged for a moment that a Scotch magistrate, and an Edinburgh one at that, did not speak English the heavens would fall, even if justice was not done. At any rate, the Chinese prisoner looked around serenely, being on thoroughly good terms with everybody. The question was, could they get an interpreter for the poor blighted. They do not keep Chinese interpreters attached to the Edinburgh Courts, and so far as we know, there is no Chair of Chinese Literature at Edinburgh University, so the Court was in a quandary. When the case seemed hopeless, and the Bailie had almost fallen asleep, a brilliant young member of the force suddenly remembered that he knew two little boys, one 12 years' old and one 10 who had just come from Hongkong. So it was decided to get the elder boy to act as interpreter and the case was adjourned till he arrived. Now this particular little rascal, is precocious and would be unabashed in presence of the Throne. He was found—it matters not where—and taken to Court, where he got a seat next to the Magistrate himself. The charge was explained to the youngster who promptly translated it into Cantonese. The Chinaman understood and volubly explained. From all accounts, the little'un and the Chinaman afforded the Court a lively quarter of an hour. The prisoner would not plead, so the juvenile interpreter launched at his head all the epithets he had ever heard in the kitchen of his home in Hongkong, browbeat the celestial in fact. Then the story came out. It appeared that the Chinaman was a seaman or cook or something on a ship. He had been in England before, but never in Scotland. When he arrived at Leith, he determined to see Edinburgh and to do in Rome as he believed the Romans did. With that, he bought a bottle of whisky, blend not mentioned, and holding it in his hand as a sort of laurel leaf or white flag marched along Leith Walk. He managed to get the cork out of the bottle, and by dint of bowing to every one he met and taking a swig at the contents he became quite a popular character. But his liberations went to his head and thinking he was celebrating the Chinese New Year, he finally landed in the arms of the police. "My savvy Scotland," he said, "for words to that effect, 'My drinky whisky, my Scotchman.' He got a very severe drubbing from the young interpreter, it is understood, but whether he was fined, or got off with a caution remains obscure. The interpreter got a guinea, and it is alleged that if it had not been that he was now a recognized officer of the Court he would have been landed in the clutches of the law that very night as the result of the spending of that guinea. So much for Hongkong's youth.

FREE TRADE FOR THE PHILIPPINES.

Referring to Secretary Taft's personally conducted tour of Congressmen through the Philippines, the Washington correspondent of the *New York Evening Post* says:—

No secret is made of the Secretary's ultimate goal, which is to obtain free trade between the Philippines and the United States. This trip, it is thought, will make easier the passage through the House of Senate's next winter of a bill admitting sugar and tobacco from the Islands into this country at 25 per cent of the Dingley rate, and all other articles free. After April, 1909, when our obligation under the treaty of Paris to exercise no discrimination against Spain in our trade relations with the Philippines comes to an end, it is confidently hoped that the sentiment of Congress will be such as to permit the striking off the duty on sugar and tobacco, and permitting all Philippine products of whatever character to come into this country without the imposition of customs duties.

When that stage of our relations with the Philippines is reached it is believed that no further enabling Act by Congress will be necessary, and the natives will be given a larger measure of self-government under the supervision, as now, of an American governor. As to their ultimate freedom and entire independence from any control of this Government, there is no disposition on the part of the Administration to give definite assurances. Mr. Taft and others of the President's advisers on Philippine matters are desirous of seeing how the native Assembly works. Within ten days perhaps the last volume of the census of the Islands will be completed, and the president will issue a proclamation calling for the general election two years hence.

THE SOLDIERS' CLUB.

The final game in the billiard tournament, between the R.G.A. Sergeants' Mess and the Police, was played at the Soldiers' Club last night, in the presence of a large gathering of spectators, among whom were H.E. Major-General Villiers Hatton, C.B., Captain Fitzwilliams, A.S.C., Lieut. Pease, A.S.C., Major Pedley, Captains Pack-Berford and Elgood, R.W.K., Mr. F. J. Badoley, Captain Superintendent of Police, and Mr. J. W. Hanson, chief of Detectives. The final was played between Lance Sergt. Pitt for the Police, and Gunner Gainer, for the R.G.A., the former winning by 111, the R.G.A.'s score being 139, though Gunner Gainer made a fine break of 41 which gained him a cup. The game over H.E. Major-General Villiers Hatton presented the prizes as follows: A cup to Inspector Withers on behalf of the Police for their win in the billiard tournament, a cup to Gunner Gainer for the highest break; and medals to each member of the winning team; a shield to Sergeant Redman for the R. W. K. Football Club, and the cricket shield to the R.E.'s. His Excellency said he was very pleased to be present to present the prizes, and he was also pleased to state that the news of the existence of this Club had reached India, whence he had received a letter asking for all details regarding the same, in order that the military authorities might start clubs at suitable stations on similar lines.

THE NEW POST OFFICE.

GREAT DIFFICULTY MET.

Reporting on the progress of the new Post Office in 1904 the Hon. Mr. P. N. H. Jones says that work on the foundations contract was commenced at the end of 1903, and at the end of 1904 all the excavation had been done and 1,385 piles driven out of a total 1,722 to be put down. Some delay was caused by a ship with a load of piles being wrecked. Great difficulty has been met over these foundations owing to the freedom with which the sea water finds access to the excavations through the loose rubble foundation to the Praya wall and culvert on the east side of the works. Difficulty was also experienced in getting the piles in the east-trench down to a reasonable depth owing to the presence of the loose rubble under the culvert. This has necessitated some modification in the foundation plan, iron joists being introduced into the concrete base to tie the shorter piles in with those which have gone down to the full depth.

FIRE AT THE BORNEO CO'S MILLS.

A fire broke out in the mill building of the Borneo Company's Sawmills early this morning, says the *Danang Times*, of 18th inst. About half-past two o'clock, Mr. J. K. Black, the chief engineer, whose house is only a few yards away was aroused by an alarm of fire. He found the upper storey of the mill building well alight and the flames rapidly spreading. The fire-brigade, composed of employees on the works, was immediately called out, the stationary fire engines at the rice mill was started, hose attached to the hydrants, and auxiliary hand fire engines got to work, and in a very short space of time powerful jets of water were being directed upon the flames. There was a strong southerly breeze blowing, and such was the rapidity with which the fire spread during the brief interval between the alarm and the calling up of the brigade that a big pile of teak logs caught alight, and the lower storey of the building became involved. The frame work of a large gantry crane, over the teak logs, also caught alight, and for some minutes it appeared as if the fire would get out of hand, despite the excellent organization which the Company has at hand for such contingencies. By dint of hard work, carried out at some risk to the staff, the fire was well in hand by about five o'clock until which time matters looked very serious indeed, not only for the property of the Borneo Company, but for the adjacent premises of the East Asiatic Company. To the south, within ten yards of the burning building was Mr. J. K. Black's residence, which is entirely built of wood. The breeze, however, carried the sparks in the other direction, though the heat made it quite impossible to stand on the veranda. On the other side, towards Dangkok, is the pile of logs and the gantry crane which caught alight, and where the fire was checked. Just beyond these are several sheds of sawn planks; beyond these again, the attap roofed, wooden house of Mr. Muir, the Assistant Engineer, and some attap roofed native huts. These form the limits, on that side, of the Borneo Company's property. Adjacent to these limits are the saw-mill, timber yard, coal stores, godowns and offices of the East Asiatic Company at Wat Phya-Krai, all close together and forming a sort of train of inflammable material. It was only due to the excellent arrangements for fighting fire which the Borneo Company has installed, and the promptness with which they were brought into action, that a real catastrophe was averted. As it is the damage is limited to one building which was completely gutted, a pile of teak logs, the framework of a gantry crane, and a few boats, etc., lying close by. The exact amount of the damage has not yet been ascertained, but, we understand, it is covered by insurance.

To-day's Advertisement.

WANTED.

FOR a GERMAN GENTLEMAN in English Family Board and Residence. Apply to—

"A. S."
C/o Hongkong Telegraph.
Hongkong, 29th April, 1905.

Intimations.

ROBINSON PIANO COMPANY, LD.

With 17 years' experience of the Hongkong climate

MANUFACTURE IRON FRAMED PIANOS

\$375, \$420, \$405

BEST MAKE OF IMPORTED PIANOS AT HOME PRICES.

APOLLO PIANOLAS

\$325, \$405, \$585.

PIANOS FOR HIRE

OR ON Credit Payments.

TALKING MACHINES AND RECORDS.

PIANO TUNERS.

Only Experienced Men Employed.

PIANO REPAIRS.

Estimates Free.

OF EVERY MUSIC DESCRIPTION. PARCELS ON APPROVAL.

Banjoes, Mandolines, Guitars Strings.

Hongkong, 29th April, 1905.

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NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND PASSENGERS OR LADING TO SEATTLE, WASH., VICTORIA, B.C. and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. CO., BOSTON STEAMSHIP AND TOWBOAT CO., OCEAN S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th March, 1905.

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THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to

H. M. THE KING and H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	30th April.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Deucalion" left Singapore at noon on the 25th instant, and may be expected to arrive here about the 30th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
GENOA, MARSEILLES & LPOOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	22nd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
GENOA, MARSEILLES & LPOOL	"DEUCALION"	30th May.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and TIENTSIN	"KANSU"	1st May.
MANILA	"TRAN"	2nd "
SHANGHAI	"WOODSUNG"	3rd "
CEBU and ILOILO	"KAIFONG"	6th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

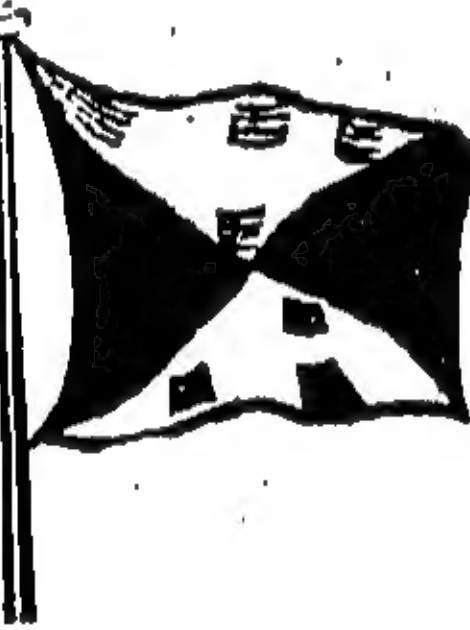
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th April, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

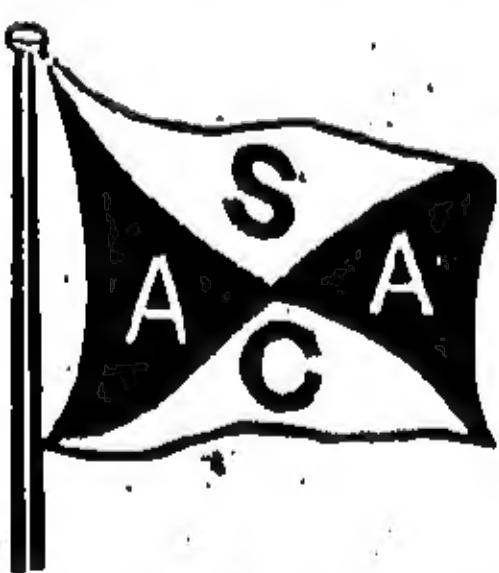
Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	A. H. Nottley	MANILA	SATURDAY, 6th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 13th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th April, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL,
(With Liberty to Call at the Malabar Coast).

Steamship.	Tons.	Captain.	For	Sailing Dates.
"ATHOLL"	4483	Brehmer	NEW YORK	15th May, 1905.
"NORDBOL"	4483	Schmidt	"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4370	Brehmer	May 1st, 1905.
"ARABIA"	4483	Bahle	May 11th, "
"ARAGONIA"	5198	Schmidt	May 30th, "
"NICOMEDIA"	4370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
AUSTRALIAN LINE.REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Daily qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,128 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey ...\$4
Meals ...\$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED) SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI	"AMARA"	SUNDAY, 30th April, Daylight.
SHANGHAI VIA SWATOW	"WAISHING"	TUESDAY, 2nd May, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 5th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	TUESDAY, 9th May, 3 P.M.
KUDAT and SANDAKAN	"MAUSANG"	THURSDAY, 11th May, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports
For Freight or Passage, apply toJARDINE, MATHESON & CO.
General Managers.

Hongkong, 29th April, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATOON APCAR."

Captain E. Fey, will be despatched for the above
Ports, on TUESDAY, the 2nd May, at
3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 28th April, 1905.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain ... will be despatched for the above
Ports, on or about MONDAY, the 1st May.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED:FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above
Ports, on SATURDAY, the 6th proximo,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A daily qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER."

Captain McIntosh, will be despatched as above
on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th April, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.
via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).PROPOSED SAILINGS FROM HONGKONG,
1905.About
"SAGAMI" 20th May, 1905.
"HINDUSTAN" 6th June, "
"ERROLL" following.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 19th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents; Return, 50 cents; Steerage, 10 cents.TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

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Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SOCOTRA."FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From London, &c., ex S.S. Egypt.
Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-MORROW.Goods not cleared by the 4th proximo, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 27th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BANCA."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 30th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 24th April, 1905.

FROM HAMBURG, PENANG
AND SINGAPORE.

Mails:

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



The S.S. "ARMAND BEHIO"

Captain E. Guionnet, will be despatched for MARSEILLES on TUESDAY, the 2nd May, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. DUMBEA.....16th May.

S.S. ERNEST SIMONS.....30th May.

S.S. POLYNESIE.....13th June.

G. DE CHAMPEAUX,

Agent.

Hongkong, 18th April, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain G. M. Monford, R.M.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 6th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 6,522 tons, from Colombo Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 18th June.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 22nd April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyna	4,417	G. V. Williams	At. May 2
Hyndal	3,753	Geo. Wright	May 23

† Cargo only.
Steamer marked (*) have no second-class passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamouti* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.
A Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,

Hongkong, 25th April, 1905.

BOO CHEONG,

昌 寶

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Kalam Duplicators.
Hongkong, 24th February, 1905.

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Afting, &c. A brand new 34 Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—
ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings,
Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents:—
SIEMSEN & CO.
Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best. "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT MANTLES,
CHIMNEYS,
GLOBES, SHADES, &c.,
for GASOLINE AND GAS
LAMP'S

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 2nd May, 1904.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

To Let.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 26th March, 1904.

TO LET.

A BUILDING at CAUSEWAY BAY, in
present in occupation of the State
Laundry Co., Ltd.

No. 1, RIPON TERRACE.
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th March, 1905.

Dentistry.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, DAQUAN STREET.

REASONABLE FEES.
Consultation Free.

Hongkong, 24th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROPRIATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	\$1,493,408	Div. of £1.10/- and bonus of £1.0/- change 1/11/0/- = \$5.46 for second half-year 1904	\$790 buyers (London 80)
National Bank of China, Limited.	99,925	£7	£7	\$1,400,000 81,739	\$21,668	\$2 (London 3/6) for 1903	\$37 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$18,002 \$362,366 \$371,445	Nil.	\$44 for year ended 30.1.1904	\$57
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making 2/- for 1903	Tls. 85
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,810,000 20,000 \$172,749 \$893,116 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$18,672 \$2,561	\$486,284	\$12 and \$3 special dividend for 1903	\$160 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$18,672 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1903	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$360,372	\$34 for 1903	\$305
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$65,439	\$8,832	\$1 for 1904	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.1.1904	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$158,444	\$24,160	\$1 for second half-year 1904	\$263 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 200,000	£5,833	10/- for 1903 @ 1/10/116 = \$5.378	\$122 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 24 final making Tls. 44 for 1904	Tls. 54 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 58,852	Tls. 14 final making Tls. 34 for 1904	Tls. 484 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$40,000 \$116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	21/6 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	\$281 sales
Do.	10,000	\$10	\$5	\$15,000	\$1,287	\$2.00 & b. 20 cts.	\$281
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$130,153	\$21,231	\$10 for 1904	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	Tls. 28 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904	\$222 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897	\$27 buyers
Penak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 24 for year ending 30.9.04	Tls. 60 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	Tls. 74 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,093	50 cents making G. \$1 for 1904	G. \$171 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	\$4 sellers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN							
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$8,423 \$10,000 \$350,000	\$8,577	Final of \$21 making \$5 for 1904	\$107 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$100,000 \$350,000	\$29,422	Final of \$21 making \$5 for 1904	\$107 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	\$205 sellers
Howarth Erickson, Limited	12,000	\$100	\$100	\$60,000	.....	\$10 div. & \$5 bonus for year end. 30/6/04	\$175 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$14 for 1903	\$21 sellers
Riley Hargreaves & Co., Limited.	6,000	\$60	\$60	\$50,000	\$40,936	\$10 div. and \$21 bonus for 1903	\$150 buyers
Do. (Preference)	2,750	\$100	\$100	.....	.....	\$7 dividend	\$118
S. C. Farham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000 Tls. 487,210	Tls. 48,153	Tls. 5 interim for 1904/5	Tls. 157 buyers
Shanghai and Hongkew Wharf Company	31,000	Tls. 100	Tls. 100	Tls. 50,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	Tls. 187 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$20 for and half year making \$26 for 1904	\$200 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,763	Tls. 18 for 1904	Tls. 187 buyers
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$24 for year ended 30.6.1904	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000 Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	Tls. 145 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	\$141 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000	\$37,875	Final of \$6 making \$12 for 1904	\$227 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	Tls. 22 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000	\$11,958	90 cents for 1904	\$122 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	\$394 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,666	Tls. 3 final and Tls. 2 bonus making	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	\$55 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 374 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	\$164 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3/4 a/c 1898	Tls. 95 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4/4 a/c 1898 on 6,000 shares	Tls. 40 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4/4 for 1907	Tls. 180
CIKANS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	.....	\$779	\$125 for year ending 30.6.1900	\$100
Philippine Company, Limited	7,500	\$10	\$10	.....	.....	First year	\$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$50,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	Tls. 68 buyers
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cent for 1904	\$132 buyers
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	.....	First year	\$115 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$1,161	6d. per share for 1903	\$35 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,182	\$3 for 1904	\$21 sellers
Central Stores, Limited	6,000	\$10	\$10	\$8,000	\$1,502	Final of 60 cents making \$1.50 for 1904	\$100
Do. (Founders')	123	\$10	\$10	.....	.....	None	\$8 sellers
Do. (New Issue)	24,000	\$12	\$12	none	Nil.	Preferential 67 per cent for 1904	\$13
China-Borneo Company, Limited	60,000	\$12	\$12	none	Tls. 718	Tls. 5 for 1904	Tls. 65 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	None	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$57,399	80 cents for 1904	\$81 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	\$14 for year ending 31.7.1903	Tls. 25 sales
Dairy Farm Company, Limited	25,000	\$71	\$6	.....		
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1904	Tls. 25 sales
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$1 bonus for 1903	\$93 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$12 for 1904	\$27 sales
Do. (New Issue)	50,000	\$10	\$5	\$25,000	\$7,551	First year	\$17 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$160,000	\$7,551	Final of \$14 making \$24	\$24 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	\$23,109 63,000	£7,625	£1 div. and 2/- bonus for 1903	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,797	\$1.00 50 cents for year ending 30.4.1904	\$171 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	\$50,000	\$2,795	\$15 for year ending 30.11.1904	\$111 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$60,000	\$5,365	Final of \$13 making \$17 for 1904	\$200 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$35	\$35	\$60,000	\$11,137	\$10 for 1904	\$42
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$399	Final of 70 cts. and 50 cts. bonus making	\$18 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$3,400	\$1.50 for the year ended 30.9.04	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	\$8 for 1904	\$135 buyers
Maatschappij tot Mijne, Bosch en Landbouwen- plooiat in Luangai, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	Interim of \$5	Tls. 240 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	.....	\$2 for year ended 31.10.1904	\$23
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$1,000	\$832	Final of \$3 making \$5 for the year ending	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	\$25.00	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Dr. \$8,011	Final of Tls. 5 making Tls. 44 for 1904	Tls. 112 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1904	Tls. 75 sales
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,068	Final of Tls. 8 making Tls. 14 for 1904	Tls. 150 sales
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 140,000	Tls. 7,569	Final of 37/6 making 52/6 for 1904	Tls. 410
Singapore Dispensary, Limited	6,000	\$35	\$35	none	Dr. \$39,020	\$64 for year ended 31.7.1904	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	.....	None	\$23 sales
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	\$7 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$15,000	\$4,000	First year	\$150 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000 \$50,000	\$84,813	\$10 for second half year 1904	\$424 buyers
Tientsin Native City Waterworks Company, Ltd.	2,041	Tls. 100	Tls. 100	none	Tls. 2,075	\$1 div. and 35 cents bonus for half-year	Tls. 100
Tientsin Waterworks Co. mpany, Limited	7,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,711	Final of Tls. 4 making Tls. 8 for 1904	Tls. 125 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$4,800	Final of 70 cts. for year ended 31.5.1904	\$180 buyers
Do. (Founders')	100	\$10	\$10	.....	.....	\$30.70	\$100
William Powell, Limited	42,000	\$10	\$10	\$5,000	\$588	Interim of 50 cents for year 1903/1904	\$144 buyers